Professional Notices.

MERICAN and FOREIGN PATENTS. J. P. PIRSSON, No. 5 WALL-ST., N. Y.

CHEMICAL ANALYSES .- Prof. CHANDLER (now in charge of the Analytical Laboratory of Union Col-and formerly a pural of Wohler of Gottingen and Rose of in) is prepared to make special investigations in every de-ment of Chemistry, such as analyses of Suis, Grames, Ma-and Miseral Waters; assays of Ores; M-dico-Chemical minutions, such as analyses of Urice, Urinary Calcoll and site, Cases of Poisothing, Ac. Address C. F. CHANDLER, D., Scheneutsdy, N. Y.

CANCERS REMOVED and PERMANENTLY

CANCERS REMOVED and PERMANENTLY NET, No. 160 When 50th st. New-York.

The remedy is purely regardable, and excels all others. First, in the replicity of its operation. Second, in the slight poin and inflammation produced. Thire, in the completeness of its ourself of cured at all, must be cured quickly. The time occupied in destroying the scirribous mass by this remedy varies from ten to forty five winnines. After its removal, the besting process is perfected, and a radical cure obtained in from two to fix weeks. It produces little or no pain, causes no nervous constitutional derangement, but, in fact, relieves pain, and is the only ask and perfact remedy known. Wens, tumors, moles and birth-marks are also removed in a few minutes.

Ocean Steamers, &c.

ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY'S NEW-YORK AND GALWAY
LINE—The next departure from New York will be the steamship CIRCASSIAN, Capt Geo. Wm. Jackson, on THURSDAT,
Dec. 50, tuching at St. John's N. F., to receive the Royal
Mails. Prices of Passage: First Class, \$90; Second, \$50;
Third, \$30, including free tickets to all the principal cities on
railway routes in Great Britain. Third class must provide plate,
knife, fork ac, and bedding. Passage to St. John's: First Class,
\$35 Second, \$25. For freight or passage in quire of the Amercan Express Company, No. 61 Hudson st., and at their other
advertised offices in the interior. Passage in the third class can
be accured at any of the above offices to bring persons out from
any of the principal cities on the lines of railway in Great
Britain for \$35, or mo. Galway for \$50.

AMERIGAN EXPRESS COMPANY,
ALEX, HOLLAND, Manager.

CLIPPER of FRIDAY, 24th DECEMBER.
ROSS, FALCONER & CO'S LINE
FOR SAN FRANCISCO.
The famous extreme chyper sulp HURRICANE, ICRASOB
BHERMAN, Commander, loading at Pier No. 19 E. R., (Maiden
Lane). Fourth voyage to San Francisco. Shippers desiring to
reach the Spring trade are invited to look at this manufacent
vessel, one of the sharpest affoat. Her isst passage to San Francisco was made in 19 days, delivering her carro in splentid
order. Insures at the lowest rates and will have prompt dispatch. For freight, apply to ROSS, FALCONER & Co.,
Agents at San Francisco, Mesars. D. L. ROSS & Co.,
Collections made in California and Oregon.

CALIFORNIA STEAMSHIP LINE via NICA-CALIFORNIA STEAMSHIP LINE via NICARAGUS—American Atlantic and Pacific Ship Canai Company proprietors Opposition Line at reduced prices. First
Cabin. \$225; Second Cabin, \$159; Upper Steerage \$100;
Lower Steerage, \$80 from New York to San Francisco, including the travsit of the Isthmus. The splendid steamship WASHHAGTON, 2006 tuns, Cert. Henry Churchili, having been fitted
up expectely for the California trade by the Nicaragua Route,
will seave her pier, No. 5 North River, New York, on MONDAY, Dec. 20, at 2p. m., carrying passengers, mills and freight
to San Juan del Norts to connect at San Juan del Sur with the
well-krown and commodious steamship offer unsurpassed accommodation for the comfort and safety of passengers. The Isthmus
route is thoroughly repaired and in good order, and the country
healthy and means of transcortscion abundant. For passage and
freight apply only at the office of the Company, to
JOHN F. YELL-KRITON, Agent No. 3 Bowling Green, N. Y.
If the Hermann should fail to connect, we guarantee to take
the passengers to California in the Washington.

TEAM to GLASGOW LIVERPOOL, BEL-FAST, DUBLIN and LONDONDERRY, without delay, for \$30. Return Tickets to either of the above places, good for six months by any steamer of the line, \$60.

FROM NEW-YORK.

EDINBURGH, Comming... WED'SDAY, Dec. 22, at 12 noon. CASGOW, Thompson... NATURDAY, Jun. 22, at 12 noon. Rates of Passage; Cabin, \$75; third class, found with cooked provisions, \$50. For freight or passage, apply to ROBERT CRAIG, No. 17 Broadway.

STEAM to LIVERPOOL, LONDON, GLAS-GOW, DUBLIN, BELFAST and LONDONDERRY, and all the principal Towns of ENGLAND and IRELAND carrying the United States Mail, via LIVERPOOL, without delay, at greatly reduced rates.—The LIVERPOOL, NEW-YORK and PHILADELPHIA STEAMSHIP, COMPANYS splendid Clyde-bulk iron screw steamships are intended to sail as follows:

FROM NEW-YORK.

CITY OF WASHINGTON....SATURDAY, Dec. 18,
RANGAROO.....SATURDAY, Jan. 15,
And each alternate Thursday, at 12 o'clock m., from Pier No.
44 North River.

Passes agers will find this the most speedy and safe route to the Continent.

RATES OF FASSAGE.

FOR SAVANNAH and FLORIDA.—The Ameri Con SAVANAH BRIGHT LORD AN ANNAH BRIGHT LORD ANNAH BRIGHT ANNAH BRIGHT LORD ANNAH BR

LOR SAVANNAH and FLORIDA.-U. S. MAIL LINE.—The favorite steamship FLORIDA, Capt.
J. Crowell, will leave on SATURDAY, Dec. 18, at 3 p m.,
from Pier No. 4, North River. Through tickets given to Montmery Columbus. Atlanta, Albays and Macon. Bills of lading
signed only on heard. For frieght or passage, apply to signed only on board For frieght or passage, apply to SAM'L L. MITCHILL & SON, No. 13 Broadway.

Steamboats and Railroads.

NEW-JERSEY RAILROAD-For PHILA-EW-JERSEY KAILKOAD—FOR PHILA-DELPHIA and the SOUTH and WEST, via JERSEY CITY—Mail and Express lines leave New-York at 8 and 11 a. m. and 4 and 6 p. m.; fare \$3. Through Takets sold for Cin-cinnati and the West, and for Baitimore, Washington, Norfolk, &c.; and through begage checked to Washington in 8 a. m. and 3 p. m. trains. J. W. WOODRUFF, Assistant Superintendent No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

TO BOSTON TRAVELERS-COMFORT and AFETY.—The public are informed that the Oid Colony and Fall River Railroad Company have attached to the passenger-cars of their road CREAMER'S PATENT BRANE OPERATOR. This invention (aiready in use our many of the best managed roads of this country) promotes a degree of security to the angle of the country promotes a degree of security to the security to a security to the security of the security to the security the security to the security the security to th

W. C. CREAMER, Secretary, No. SI Pineste, N. Y.

NEW-YORK AND ERIE RAILROAD.—On after MONDAY, Nov. 29, 1888, and untu further notice, or Trains will leave Pier, foot of Duane-st., as follows, DUNKIRK EXPRESS at 8 a. m., for Dunkirk and principal

Mall. WEST at 9 a. m., for Dunkirk and Buffalo, and intermediate Stations.

ROCKLAND PASSENGER at 3 p. m., from foot Morray-st., via Piernout, for Sufferns and intermediate Stations.

WAY PASSENGER at 3.50 p. m., for Newburgh, Port Jervis and intermediate Stations.

NIGHT EXPRESS at 4.50 p. m., for Dunkirk and Suffalo, and principal intermediate Stations.

EMIGRANT at 6 p. m., for Dunkirk and Buffalo, and intermediate Stations.

EMIGRANT at 5 p. m., for bonaire mediate Estations.

The above Trains run deslty, Sundays excepted.

These Express Trains connect at Elmara, with the Elimits and Canandaigus Railroad, for Niszara Falls; at Bughanner, with the Eyracuse and Elimphannen Ealiroad, for Syracuse; at Corney, with the Buffalo, New York and Eric Railroad, for Roctaeter, Buffalo and Nisgara Falls; at Great Bead, with the Dolaware, Lackawanna and Western Railroad, for Scranton at Buffalo and Durkirk, with the Lake Shore Railroad, for Gerekand, Cincinnati, Teledo, Detroit, Chicago, &c.

CHARLES MORAN, President.

NEW-YORK and NEW-HAVEN RAILROAD.

1838. WINTER ARRANGEMENT 1859.
Commencing New-mber 22, 1859.
Passenger Station in New-York, corner 27th st. and 4th-av.,
entrance on 27th-st.
TRAINS LEAVE NEW-YORK.

TRAINS LEAVE NEW-TORK.

For New-Haven, 7, 8 a.m. (ex.), 12:45, 2:45, (ex.) 3:45 and 4:50 p.m. For Sriegeport, 7, 8 a.m. (ex.), 12:45, 2:45, (ex.) 3:45 and 4:50 p.m. For Milford, Stratford, Fairfield, Southport and Westport, 7 a.m., 12:45, 3:45 and 4:50 p.m. For Norwall, 7 a.m., 12:45, 2:45, (ex.) 3:45, 4:30, 5:30 p.m. For Darson and Green with, 7 a.m., 12:45, 3:45, 4:30, 5:30, p.m. For Stamford, 7, 8 a.m. (ex.) 12:45, 2:45, (ex.) 3:45, 4:30, 5:30 p.m. For Port Chester and intermediate Stations, 7 a.m., 12:45, 3:45, 4:30, 5:30, 8

Stamford, 7, Fa. m. to
For Fort Chester and intermediate Scan
4,30, 5:30, 8:30 p. m.
CONNECTING TRAINS.
CONNECTING TRAINS.
For Provident
12,45 p. m. (ex.). For Provident For Boston, 2 a. m. (ex.) 2:45 p. m. (ex.). For Providence via Hartford, 2 a. m. (ex.) 2:45 p. m. (ex.). For Providence via Hartford, 2 a. m. (ex.). For Hartford and Springfield, 8 a. m. (ex.) 1:12:45 and 2:45 p. m. (ex.). For Connecticut River Ballroad to Montreal, 2 a. m. (ex.). For Canal Railroad to Porthampton, 3 a. m. (ex.) and 12:45 p. m. For Now-Haven and New London Railroad, 2 a. m. and 2:45 p. m. For relicusarious Railroad, 3 a. m. 5 or Nargatuck Railroad, 3 a. m. 2:45 p. m. For Darbury and Norwalk Railroad, 7 a. m. 3:45 p. m. JAMES H. HOYT, Superintendent.

7:00 a. m. Creon Falls.
7:05 a. m. Millerton.
7:05 a. m. White Plains.
8:15 a. m. White Plains.
10:05 a. m. Williamstridge.
10:05 p. m. Williamstridge.
10:05 p. m. White Plains.
5:00 p. m. White Plains.
5:30 p. m. Albany Express.
5:00 p. m. Williamstridge.
WM. J. CAMPBELL, Superintendent.

FOR BOSTON and PROVIDENCE via NEW-

PORT and FALL RIVER.—The spin did and superior assumer BAY STATE. Uself Jewest leaves New York every TUESDAY, THURSDAY and SATURDAY at 4 o'clock p. m., and the EMP, RE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 4 o'clock p. m., from Pier No. N. R.

N. R.
Herselier no rooms will be regarded as secured to any applicant until the same shal have been said for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 Westet.

PENNSYLVANIA RAILROAD.—
The GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western. North-Western and South Western States by a continuous Railway direct. This Road size connects at Pitt-burgh with daily lines of steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with the steamers to all ports on the North Western Lakes—making the most cirect, chesp and reliable route by which FREIGHT can be forwarded to and from the Grout West.

FARE AS LOW AS BY ANY OTHER ROADS.

PENNSYLVANIA RAILROAD,
No. 2 ASTOR HOUSE, SROADWAY,
For Emigrant Tickets apply at No. 2 Battery-place.
November 1, 1868.

Medical. HEALTH of AMERICAN WOMEN.-Weakness, Spinal Complaint, Irregularities, Inflammatious, and all Uterine Displacements and Diseases of Females, are radically cured by THE GRAEFENBERG COMPANY'S MAR-

SHALL'S UTERINE CATHOLICON. Price \$150 per bot-

the For sale by all druggists.

In connection with the above, we have published extracts from correspondence with the leading Faculty of New-York City and the Medical Colleges in the country; from the letters to the people of Miss Beecher, sister of the Rev. Henry Ward Beecher; and testimony from eminent physicians, clergymen

On the receipt of #6, five bottles sent by express, and charges

paid to end of express route.

Address JOSHUA F. BRIDGE, M. D., Secretary Graefen

Nove .- Our friends throughout the country may fully rely

BURDSALL'S ARNICA LINIMENT.-It is well known that ARNICA is the best bline to give a re-

and inflammation. This is the best liniment in the work fry it and be cured. No. 31 Beckman st. Twenty five cents.

THE OLIVE FEVER and AGUE PILLS are

A warranted to cure the worst case that can exist, in a few WATTS'S NERVOUS ANTIDOTE.-We are

the sele, only proprietors thereof. We caution the palls against apurious counterfeits. Remember, our name is writen across every label, and we return the money if it is to beneficial JOHN PYNE & Co., 109 Nassaust. \$1 a bottle.

Legal Notices.

J. Correct, Deputy Sheriff.

MILLER FEET a NICHOLS, Plaintiffs' Attorneys.

IN PURSUANCE of an order of the Surrogate

IN PURSUANCE of an order of the Surrogate

off lawforth GEORGE J. PRICE. (Executors.

IN PURSUANCE of an order of the Surrogate

of the County of New York, notice is beauty given to all persons having claims against SYLVENUS WARREN, late of the City of Providence, in the State of Rudel Island, decreased, to present the same with vouchers thereof to the subscriber, at the office of WILLIAM J. HOPPIN, No. 61 Plue et., in the City of New York, on or before the twentieth day of Jane next.——Lated, New York, the 15th day of December, 1858.

did lawsomth ELIZABETH WARREN, Administratrix.

SUPREME COURT—COUNTY OF ERIE.—
PHOEBE ANN HOW LAND, Plaintiff, agt FREDERICK HOW LAND, Defendant.—To the Defendant: You are birely summined to answer the compaint in talls action, which will be filed in the office of the Cork of the County of Eric, and error

and distinguished men.

RETURNING—Wild leave 5:00 a. m., White Plaina 6:40 a. m., Williamsbridge, 7:00 a. m., Croton Falls.

NEW-YORK AND HARLEM RAILROAD.

For ALBANY and TROY.

Fare \$2.

On and after MONDAY, Dec. 6, 1838, Trains will have 2thsta, New York, and olikews:

\$2.00 a. m., For White Plains.

\$2.00 p. m., For White Plains.

\$2.00 p. m., For White Plains.

\$3.00 p. m., For Pwhite Plains.

\$3.00 p. m., For White Plains.

\$3.00 p.

times a week, it will never fall or secome gray; then, reader read the following and judge for yourselves:

MESSES. O. J. WOOD a no.

Genvilleran: Having heard a good deal about forfesses Wood's Hair Restorative, and my hair being quite rray, I made up united to by saide the prejudices which, I in commons with a great many persons, had against all manner of patent meditines, and a short time ago I commenced using your article, to least it for my-self.

The result has been so very satisfactory that I am very jied I did e., and in justice to you, as well as for the encouragement of others who may be as gray as I was, but who having my preplete writtent my reasons for estimal it saids, are unwilling to give your Restorative a trial till they have further proof, and the best proof being occular demonstration, I write you this effect, which you may show to any such, and also direct them to me further proof. As oam in and out of N. Y. Wure Railing Establishment every day.

My bart is now it a natural color, and much impreved in appearance every way, being plossier and thicket, and much more healthy looking. I are, your respectfully.

HENRY JENKINS, cor Commits and Carroll-ras, Brooklyn, HENRY JENKINS, cor Commits and Carroll-ras, Brooklyn, HENRY JENKINS, care Commits and Carroll-ras, Brooklyn, desired in the part of the country. My bart has been slightly diminishing for years, caused, I suppose, from a dight burn when I was quite an infant. I have been using your Hair Restorative for air weeks, and I find that I have a fine head of cair now growing, after having used all other remedles known, to no effect. I think it the most valuable remedy now extant, and advise all who are afflicted that way to use your remedy.

PRILABELPHIA, Sept 9, 1857.

PROF. WOOD.—Dear Siv: Your Hair Restorative is proving fixed beneficial to me. The from, and also the back part of my head is well studded with a promising crop of young hair, and the fiout is also receiving its benefit. I have tried only the wood of the proportion than the sma TRAVELERS for the NORTH, SOUTH,
EAST or WEST, should buy before starting APPLETON'S RAILWAY GUIDE. Price 25 cents. The clear
manner in which the THROUGH ROUTE MAPS are deinested, enables the traveler to see at a game. HOW HE
SHALL TRAVEL. He will save many a do lar by securing a
copy.

D. APPLETON & Co. Fundasers,
Nos. 346 and 348 Broadway.

York (in the great N. Y. Wire. Railing Establishment 114 Market st., St. Louis, Mo.

And sold by all good Druggists and Pancy Goods Dealers.

PUBLIC MEETINGS.

n the chair.

Appropriation to the Widow of Hugh M. LUKE.—A resolution was offered directing the Controller to place \$1,000 to the credit of Mabel Luke, widow of Hugh M. Luke, who lost his life by the late fire in Centre street. It was laid over under the

lowing was received from Mr. Cross, who was not present at the meeting:

NEW YORK, Dec. 15, 1838.

CHAS. H. HASWELL, esq., President of the Board of Council.

Mr. Dunn moved to refer it to the Joint Committee on Account. [Laughter].

Mr. Giner moved to accept it at once.
Another motion was made to lay it on the table.

Mr. Brady seconded Mr. Genet's resolution. He hoped the resignation would be accepted.

Mr. Dunn-I second the motion.

Mr. Brady-I am much obliged to you, but I do not make the motion. I think when he wants to resign we should not hinder him. I believe he has arrived at the age of 21 years. If any member here will guarantee that Mr. Cross will attend the meetings of the Board for the remainder of the year, I will vote agunet receiving the resignation. He wen't come, though. If scared him off the last meeting, and he knows he is guilty. andbills, framed, in the hotels of this city.
ogh Tickets, or further information, may be had at the

BOARD OF ALDERMEN.

ferred to the Committees.

Mr. Anams was ready to act on this, and all salaries. He was blood hot for it. Mr. Claser opposed singling out one salary in this

Mr. Tucken hoped the awendment would prevail. The report was an excellent one, and the amendment would make it perfect. Now was the time, on re-organizing the Department, to fix the salaries of the different officers of the Fire Department. There were

of the County of New-York, notice is hereby given to all persons lawing claims against CHARLES LAWSON, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at the store of MARTIN & LAWSON, No. 384 Broadway, in the City of New-York, on or before the satteenth day of February next.—Dated New-York, the eleventh day of August, 1850.

HANNAH C. LAWSON, and 2 law6mTh

Administratrix. Mr. Davis also urged the reduction of the Chiefs Mr. Davis also urged the results of the salary. The idea of paying him \$5,000 was perfectly ridiculous; \$2,500 would be a very large salary for any rideallous; Chief Engineer, and now was the time, when this

of the County of New-York, notice is hereby given to all persons having claims against THOMSON PRICE, late of the City of New-York, deceased, to present the same, with vousiners thereof, to the subscribers, at the office of GP OROE J. PRICE. No. 184 East Broadway, in the City of New-York, on or before the twenty-third day of April next — Dated New-York, the 20th day of October, 1858.

GEORGE J. PRICE. Mr. TUCKER opposed a postponement. The paper had been read four different times before the Board, and now was the time to act, for the Board knew well the merits of the case.

Mr. Stark said the election for Chief Engineer

in the amendment he moved. There were plenty of as good firemen in the department as Mr. Howard, and they would be delighted to serve for \$2,500. Mr. Brantsy moved an amendment that all sala-

ers, was up for passage.

Mr. Tromer said he was one of the Committee, but

nrv. 1860.

he salaries of the bell ringers were also too large at 200. Plenty of carable men could be got at \$100. Mr. Owres said the Board was probably aware that Mr. Howard scalary when he was elected, was only \$2,500. He should not expect more now. When he saw the Board ready to reduce the Chief's salary, he

Mr. Tooway's amendment was put, and lost by 12 Mr. HOFFMIRE was ready to offer a resolution to re-

Mr. Hoffmare was ready to offer a resolution to reduce all the salaries of heads of Departments. He was opposed to singling out the Chief Engineer.

Mr. CLANO's said the ordinance presented be thought very imperfect in regard to bell-ringers. For instance, the post-office bell was not mentioned at all. He was opposed to any such wholesale reduction, and if the matter was meant, he hoped it would be done by ordinance. He hoped the salary of the Water Purveyor would be reduced from \$2,500 to \$1,000, as that officer had very little to do. He also, if Mr. Howard's salary was to be cut down, wished to see the other heads of De partments included. He hoped fish would not be made of one and flesh of snother.

Mr. Lunes was upposed to the \$5,000 salary, for the reason, among others, that it got up too much of a strife in the Department for the office.

Mr. Toward moved an amendment to the amendment, that the decrease to \$1,500 take effect in Feb., 1800.

Mr. Tromer's amendment was put and lost by 12

Mr. Anaw's mo ion to reduce to \$2,500 was lost for Mr. Anaw's mo ion to reduce to \$2,500 was lost for Treker, Starr, Adams, Lynes, Reed, Wilmot, Owens, and Davis. Negative, Cintey, Hodinan, Stephens, B. ole, Braoley and McSp don.

Mr. Brabtey explained that he was willing to reduce it to \$3,000, but no less.

e it to \$3 000, but no less. Mr CLANCY moved to reconsider the vote, which

Mr. ADAMS moved then to make it \$3,000.

Mr. Tuonar urged the recommittal of the ordinance

o the Committee.

Mr. TUCKER opposed a recommittal. If the paper Mr. IUCKER opposed a recommittal. If the paper went back it would be lost, for the time to act on it was to short. It would never be heard of again perhaps, and the matter would have to come up anew before the new Common Conneil.

Mr. Abans took the same view. That Committee has now more than it could do.

The motion on recommittal was put and lost.
The amendment for \$1,000 was then proposed again, Mr. Tuomer moved to make it \$1,000. This was lost.

lost.

Mr. Classey moved to give the First Assistant Engineer a salary of \$1,500; the Second \$1,000, and the other \$600. This was lest.

Mr. Bradley explained that he was ready when the list of salaries came up in proper form to reduce Mr. Howard's to \$3,000, but not till then.

The motion to make the salary \$3,000 instead of \$5,000 was then carried by the following vote:

YEAS-Hoffair Tucker, Starr, Adams, Lynes, Reed, Wilmet Owers and Davis-9.

NAYS-Clancy, Istephens, Tuomey, Boele, Bradley and McSpecon-6

Mr. ADAMs moved to adopt the ordinance as amended.

Pending a discussion on this, the Board adjourned

to Friday. So the matter with the reduction of salary remains COMMISSIONERS OF EMIGRATION.

At the meeting of the Board yesterday no business public importance was transacted. Appended is of public importance the weekly statement: Total. 76,547
To same date in 1857. 182,802

AMERICAN INSTITUTE FARMERS' CLUB.

AMERICAN INSTITUTE FARMERS' CLUB. TUESDAY, Dec. 14, 1838.—The Club met as usual at the rooms of the American Institute—Wm. Lawyon in the chair. The Secretary, the Hon. H. Meios, read his accustomed selections of interesting papers on agricultural discoveries, as gleaned from foreign journals and domestic correspondence. Among these were a letter from D. K. Minor of Melbourne, Australia, requesting exchanges of agricultural implements for introduction into that country, speaking in glowing terms of its mild climate and proline soil, and of its crops, for which be can only find a parallel in the field of California, and a notice of a recent discovery by M. G. Liegel of Germany. This cultivator any a that he has discovered that the stones of plums, more than their external forms, denote their variety, and especially their size and color.

The subjects of the day coming in order, Prof. Mapes spoke of the efficacy of redging clay soils in Autumn. By spreading manure broadcast, and covering it by ridging and back furrowing, the alumina and carbon of the soil will retain the ammonia of the manure; and the alternate frosts and heats of Winter will decompose the tenacious clock of clay and render the soil lighter. A sub soil cut midway between the ridges effectually crains the ridges. A popular fallacy is that clay soils retain manures well because of their impenatrability to

crains the ridges. A popular fallacy is that clay soils retain manures well because of their impenatrability to water. Instead of this being the case, the farmers

retain manures well because of their impenarability to water. Instead of this being the case, the farmers mow understand that no soils have more water in them toan heavy clays. It is the alumina of the clay that it at the bottom of the seerst.

Prof. Nash, of the American Farmer's Magazine, one for sundry matters were reseased, making amendments in pepartment, were taken up and itself.

Prof. Marks instanced a case in point. Mr.—of Spetswood, N. J., applied muck to a sandy soil to, in some degree, prevent its being "blowy," and to further the same eraf, raised crops of peas, &c., and plowed them in. For two or three years he was unsuccessful, but finally, reflecting that his corn-hills, which were left throughout the Winter, might, by the action of freet, become so priverulent as to keep up the blowy attered the soil, he made it his constant practice to this day, to lay flat every ridge and corn-hill on his fields, and to pack the surface well by passing a heavy roller over it. Prof. M. thought that she will not created that the salaries should be governed by discrimination and good judgment; that the same treatment of each soil should be governed by discrimination and good judgment; that the same treatment of each soil should be governed by discrimination and good judgment; that the same treatment as decidedly not make time, on result of the care that they will start the steamer Washington angle for Nicaragua, and vertice that they will start the steamer Washington again for Nicaragua, and the title will start the clay that the salaries at the bottom of the cary that the manuer is the clay that the salaries and the Harmington of the clay that the salaries will be blocked, they will start the steamer Washington and the Washington around the Horn; "but they will start the steamer Washington and the will start the steamer Washington and salaries.

Prof. Marks proposed in the clay that they will start the steamer Washington and the clay that they will start the steamer Washington and the thorn; "but they ship they

Prof. MAPES proposed the next subject for discus-Prof. Marks proposed the next subject for discussion, and, after some brief remarks by the venerable Secretary, proceeded to speak of the Winter treatment of manures. He advanced the views previously set forth at the Club, as to the different character of minerals in different degrees of refinement or progression. The potash in a soil made by decomposed felspar is nuch less refined and valuable to plants than the pot-ash in unleached wood ashes. The carbonate of time in the body of a man is much more sublimated that that in the chalk chiffs of Dover, or the marble of Westelnester County. Now, these ultimate particles become refined, every time they pass from one kingbecome refused, every time they pass from one angi-dom to another. This change goes on continually in the manure-heap. The contact of masses of ferment-escible matter developes a tendency to decompose. And as the salts and organic portions of that manure-heap are much more valuable for plants than the coarser duplicates which east in the wild parts of the mineral world, the farmer should strive to keep the inneral world, the farmer should strive to keep the heap so as to save every grain of fertilizer. The manure should all be got together into a heap, alter-nating layers of swamp-mack or leaf-mold with the dung. The heap should be put under a shed, to pro-tect it from blowing winds, leaching rains, or hot suns. Beneath the heap, a tight floor should be made, which, shelving toward over corner, conducts all the leach shelving toward one corner, conducts all the leach of the heap into a cistern, wheace it is pumped back continually, until the whole mass becomes homogene-ous. The shed and all its appurtenances can be had for a mera triffe. for a mere trifle, and its cost is saved in a very short Prof. Marks protested against the practice of

spreading manure on the surface of fields, and declared he would discharge any laborer who should be guilty

he would discharge any laborer who should be guiny of such a practice on his farm.

A venerable old farmer, Mr. Pinz, of New Jersey, said that there was one advantage of the system set forth by Prof. Mapes, which he had neglected to mention, but which to his mird has an argument sufficient to warrant the use of manure sheds. He used a shed and tank as described, and he thought that the seeds of the weeds in the heap were decomposed, and thus the farmer would be spared an immense deal of labor in the next year's weeding.

The Charmas called for new subjects for the next meeting.

Mr. Olcorr proposed, "The National Value of the Chinese Sugar Cane," and it being put to vote was

Prof. Marks was clad that the subject had been Prof. MAPES was gialt that the subject has been proposed, for he had found in agricultural journals irom all parts of the country abundant testimony as to its value. Everywhere molasses had been made, and he had samples of sugar made by Mr. Lovering of Philacelphia, which an old sugar-refiner has declared to be as perfect in quality, and probably as great in yield as the Louisiana cane. He had stalks of sorghous the base had been care.

thousands of acres in cultivation, and so many thousands of farmers interested in it, that it was no longer a mere experiment, which could be laughed down. He had just returned from Europe, and found that in France the Chinese sugar cane was in universal use as a forage crop and for making alcohol. They had not learned the hovering process, but he had fully explained it to Mons. Vilmorin, and it would be thoroughly tested and introduced. The cane had been atroduced into Belgium with considerable success. He did not believe that it would ever succeed in Great Britain, for the climate was too most, and there were not the Sammer heats which are needed to ripen the case. He had known of experiments having been made by English toolemen and landowners, but the results were not very promising.

results were not very promising.

The Club will meet on next Tuesday, at noon.

COOPER LECTURES.

COOPER LECTURES.

The first of this series of scientific lectures was delivered last evening at the Cooper Institute by Prof. Chas. A. Porter of Yale College. The subject chosen was, "The Air we Breather," and the lecturer gave a minute and very clear analysis of the air which is taken into the lungs. He explained the manner in which the air is formed of the different gases, vapors, &c., and the effects which these component parties would have if they were not combined in such beautiful proportions. The lecture was illustrated by nunerous unique experiments, and listened to with great attention by a very small audience.

MARINE AFFAIRS.

THE NICARAGUA LINE OF STRANGRS. It was announced yesterday morning, that some trouble was articipated between Mr. Yelverton, No. 3 Bowling Green, agent of the new California line of steamers by the Nicaragua route, and about one hundred passengers who recently went out by the steamer Washington to Greytown, in expectation of being forwarded by the steamer Hermann to San Francisco and were obliged to return hitherto in the Washington, in consequence of a failure of the steamer Hermann to such at San Juan del Sur, as well as owing to some obstacle to obtaining permission to pass through Nicaragua. On Tuesday the agent notified his wil-lingness to give each returned passenger \$25 with which to return home, and a dae bill for \$75 more payable in six months, or a certificate entitling the lder to a passage to California in their steamers after their arrangements should be completed, next Spring or Summer. This proposition failed to satisfy the returned passengers; and from the tenor of their language on the subject, a disturbance was expected; for which reason a number of efficient police officers were detailed to be on hand yesterday at the office of the agent to preserve order. Mr. Yelverton, on proceeding to his office yesterday morning, averted the impending storm by submitting another proposition to

the disappointed emigrants, which proved satisfactory to nearly the entire number. Mr. Yelverton contends that the Nicaragua route is really open, and believes that the steamer Hermann, after landing the passengers she took out at San Francisco, would immediately start back for San Juan del Sur, to connect with the Washington. It has, therefore, been resolved to dispatch the steamer Washington from this port for Greytown again on the 20th inst., and in case of failing to connect with the Hermann, or obtaining satisfactory tidings of her, the Washington will then proceed around Cape Horn to San Francisco, with all the passengers she may take out from New-York. A large majority of the returned passengers have received new tickets for the old ones, and will make a new start for California. Others who have abandoned the idea of goirg out in her have been permitted to transfer their tickets to others who arrived in the city from various sections of the country for the purpose of going out in the Washington, which was to have sailed on the 6th inst. Some have accepted money to return home to their friends with, and a due bill for the balance of the amount paid by them for their tickets.

During the greater part of the time that the agent and his cierks were engaged in disposing of the pas-sengers as best they could, an officious person—said to be an emissary in the interest of the other line—basied himself in trying to induce the returned passengers not to make any compromise with the Nicaragua line, but sue them for damages, &c. As far as we could learn, however, he failed in his object, or nearly so, for the unfortunate passengers, notwithstanding the hardships, privations, disappointments and loss they have experienced, expressed themselves satisfied that the agents on this end of the line had acted in good faith, and would do their best to perform their obligations to the extent of their ability to do so.

FOR CALIFORNIA. The California steamship line, via Nicaragua, ad-

her machinery. Both the Hartford and the new gui-bent will be fitted out for sea immediately, supposed for service in the Gulf of Mexico. The Levant and Constellation, efficient sailing sloops of-war could be sent to sea in a few weeks, if required. The Colorado steam-frigate still lies under the shears, with only her fore and mizzen-masts in, but she, too, could soon be made ready for sea.

THE INDIAN EMPIRE. To the Editor of The N. Y. Tribune.

To the Editor of The N. V. Tribune.

Sign: Seeing in your paper yesterday, a list of the passengers and drew of the Gaiway steamship Indian Empire. I have the liberty of writing to you, to beg of you to correct a missake (as such I suppose it to be). The two first names on the lat of steerage passengers are "H. A. Manley" and "Wm. M.

Creeky."
A consin of mine, of the name of "H. A. Moutray," accompanied by a man of the name of "William McCreery," took passage in the L. E. I have no doubt that it is either a mistake in printing or in taking a list of passengers on hoard the ship.

New York, Dec. 14, 1838.

THE CRUISE OF THE WABASH

Correspondence of The N. Y. Tribune.

ON BOARD U. S. SYKAM FRIGATE WARRENT, J. Off Alexandria, Egypt, Nov. 13, 1852.

of Jordan."

Having feasted my eyes on the margin of that ancient nation in whose waters our noble ship is anchored, I sit down to tell you all about our voyage, and what "turned up" during its progress. It is no easy matter for one who has just been looking on the borders of ancient Egypt, and cogitating on the grand traditions and the sacred memories suggested by the sight, to transport himself, mentally, to the busy bay of a matter-of-fact metropolis, where everything con-jures up "to-day." But I am determined that my story, like our cruise, must begin at "the other side

The first of June, 1858, was a beautiful day, and beheld the Wabash concluding her preparations for sea, off the Narrows, New-York Harbor. By sundown that evening we were out to sea. The san and our spirits sank together-the former ordered by Him who rules the storm; the latter governed by the love for home and friends, which rules the human heart. However, sailors are somewhat aquatically constituted, and, when "the land was no longer in view," we put on our sea legs, and donned our nautical peculiarities so bravely, that all predical emotions left us, and were acceeded by an intense curiosity to know where we were going. As no one on board except God and the Commodore could contribute this information, and as our means of commonication with these beings were not calculated to are vel the mystery, we were compelled to await the advent of time that sleepless sento be as perfect in quality, and probably as great in yield as the Louisiana cane. He had stalks of sorgho which had been out for several weeks, and which he found, on examination within a few days, to have been quite unaffected by frosts. The juice was as sweet and as crystalkrable as it aver was, while a real sugar-cane would have spaid in two days.

Mr. OLCOTT remarked that the question had really assumed a national importance. There were so many assumed a national importance. There were so many

or linary occurrence likely to stand out as a landmark in the history of our cruise, and after steaming to Key West, and remaining there several days, we received—at least sur Commodore received—instructions from the Honorable the Secretary of the Navy, detailing the Wabash for the distinguished post of dag-ship of the United States Mediterranean squadron, of which our Commodore was appointed Commonder-is-Chief. That we were destined to become so compicuous as we have been ever since, was not dreamed of by us when leaving the States. It is not necessary to recapitulate every incident transpiring on a voyage to Europe, even when made by a Yankee man-of-war. We experienced a moderate share of fair and foul winds, but on the whole, the poet's assertion that

experienced a moderate share of fair and foul winds, but on the whole, the poet's assertion that

"The passage still was rood—the wind, "is true. Was an exhat high but that was nothing new; No more than usual equinces blew,"

will apply very nicely to our passage.

We arrived at Gibraltar on the 17th of August, after a very agreeable and pleasant run; but our jubboom had berdly entered the narbor when a couple of Government beats rowed along-side, inquiring in the most peremptery manner if we had any cases of fever on board. We replad, in Angle-Saxon phraseology, that every man of us was "as sound as a trout;" but the assurance would not often and the even the medical examination did not suffice to satisfy the officers, and our ship was consigned to the strictest quarantine I ever experienced. We could not communicate with shore on any terms. Even the letters which the officers and crew were sending to their friends had to be delivered over the side by means of a tongs to an officer who received them with a similar instrument. They were then placed in a small bag, which was put into a large one, and a fire of chips was lit on the boat, the smorte of which was supposed to parify the letters, and divest them of any vestige of fever—that, did not exist. When, after suffering from the strictures of these unnecessarily severe regulations for several days, we were permatted to buy some small provisions from privileged "bum boatmen," the coin which we gave in return for such articles as were required had to be put overboord in a small vessel filled with salt water. From this information you may be able to infer how glad we were to be canbled to leave Gibraljar. I have to time to describe the appearance of the place, and if I had, the "British strongholis in the Mediterracean S-a" is sufficiently known to render such description wortbless.

We entered the harber of Marseilles on the 37th Angust, and were very much pleased with the appearance of the place, and also with the kind and generous characteristics of the Frenc

We entered the harber of Marseilles on the 37th August, and were very much pleased with the appearance of the place, and also with the kind and generous characteristics of the French people, as contrasted with their sullen neighbors of Gibralian. We were boarded here by many persons of distinction, both native and foreign, many of them being Englishmen, who exhibited ill-concealed astonishment at the arrangements of our ship, her build and cabber. Her Majesty's ship Curacoa arrived from Spithead while we remained at Marseilles, and the usual marks of courtesy were exchanged between the authorities of both vessels. It was currently rumored on shore that our visit to Constantineple would have some hearing on British and French interests, but rumors like these are seldem true.

We also touched at Spezzia, the United States naval station, for some provisions and necessaries, which our storckeeper there (Mr. Long) furnished with his wonted alacuity and industry. We arrived at Spezzia after a pleasant sail of a few hours from Genoa, where we visited the famous dungoons of St. Andre, immortalized by Wyckoff in his immitable "Courtship and its Consequences."

On the memorable lith of October, we entered the

On the memorable 11th of October, we entered the

talized by Wyckeff in his imunitable "Courtship and its Consequences."

On the memorable 11th of October, we entered the magnificent bay of Constantinople. For the number and variety of the attractions it presents to a stranger's view, Constantinople is unequalled by any city in the world. But, like a great many other things that look beautiful at a dictance, the "Queen City of the Sonth," as some enthusiasts call it, possesses many objectionable features when you come to examine it closely. For instance, there are no streets, a few miserable, muddy alleys, and fithy, loathsome lanes, supplying their places. Every step you walk you meetla beggar, or a scabby deg and you might as well look for a needle in a bundle of straw as for a decent hotel in Constantinople. We were no loug destined to enjoy peace at our anchorage, for the very day after our arrival we were informed that our entrance was altogether against the rules of the country, and that there was a very strong probability of our being excerted cutside the lights by some Turkish officials. We had hardly recovered from the gloom occasioned by these deleful tidings, when it was intimated to us that we were not only not going to be ignominously expelled, but that the Sultan himself was coming to visit us. In order to make us appreciate the distinguished honor of which we were to be the happy recipients, we were told that the only occasion on which the Sultan of Turkey ever condescended to visit a nano-y-war, was many years ago, when a Turkish line-of-batte-thip, commanded by his own brother, entered the part. A second invitation was tendered the Sultan by her captain, but, as it afterward appeared, with the intention of blowing her ap, when he arrived on board. An accidental circumatance having detained the Sultan—who expected no foul playen shore, the design to make away with his line, was frustrated, but the disastrons destruction of the splendid ship and her crew of 500 souls was accomplished. It need not, therefore, be wondered at the the Sultan exterta the dismay perceptible on the Suitan's face during the confusion incident to the mishap, that his memory was busy with the computacy above referred to, and that it was altogether probable he would not heard even a Yankes frigate in haste again. Our officers endeavored to induce him to step down in the ward-room until the vessels would be extricated, but he stremously refused, and said he would rather remain on deck. His Aide, teeling an itening of curiosity, undert ok to examine the musket belonging to one of the marines. In letting down the banner, his thamb was not strong enough to case it gracually, and a smart snap was the consequence; but if the magazine had exploded, the poor follow could not have been more frightened. Every vestige of color left his face, and it was some time before his nerves became settled.

We left Constantinople on the 36th of October, havthe dismay perceptible on the Sultan's ! We left Constantinople on the 26th of October, hav-

We left Constantinopie on the Sub of October, hav-ing on board the American Minister and Consul-General, and reached the picture-sque island of Rhodes on the 23d of October. I could not confine this letter, within any reasonable dimensions were I to expatiate on the characteristics of the several places we have visited. I intend this time merely to note our current. on the characteristics of the several places we have visited. I intend this time merely to note our current movements; in my next I may speak of the relative peculiarities of the most interesting localities in our path. We arrived at Beyroot on the 26th of October, and left there on the 2d of November for the classic Tripoli, opposite whose pretty suburbs we dropped anchor on the next day. Our sejourn at Tripoli was not long enough to allow of our even going on shore for an hour, so we had to kiss our kerchiefs to the blue-eyed damsels on the beach, and sailed for Jaffa, where we arrived on the ith. Here several officers and men petitioned the Commodore for the privilege of visiting Jerusalem, which is only thirty miles from this place, as an opportunity to do so might never occur to them again.

After mature deliberation on the subject the desired leave was granted, and no language could describe the confusion, joy, graitude, glorious anticipations, and boisterous merriment that reigned on board when the Commodore's decision was made known. Officers wrapping up cold lunches, old malt, and champagne, sailors folding fancy frocks and white trousers, marines ransacking their bags for the bluest rig therein, and

ransacking their bags for the bluest righterels, and those (myself among the number) who must be slaved to duty, beweiling their bitter lot, and giving vent to jealous sentiments—in fact, if you have never been on board a man-of-war immediately before, "liberty in a foreign port," you could never form an idea of the state of the Wabash on the eye of the departure of foreign port, "you could never form an idea of the state of the Wabash on the eve of the departure of our pilgrims for Jerusalem. The modus operands by which the mariners will reach the principal objects of curiosity in the Holy Land has been systematically arranged upon. The American Consul at Jaffa applies them with means of locomotion—probably saddled horses—which will carry them to a specified "halfway house," where they can procure fresh steels, and replenish their provisions. Each officer and man approvided with a pretty well stocked kit, containing clean shirts, sea-biscuits, cold sait beef, a drop of whicky, and a few other heterogeneous cummodities which might seem very insignificant, but which are of infinite value to those who carry them. Having landed our pilgrims, we started for this, the chief city, or at least one of the chief cities of Expet, where we arrived this morning. Our movements for the next four months are somewhat strouded in systery. I am, however, pretty certain tout we will leave this place for Genoa and Spezzia hefers three weeks. The health of the officers and crew has been unusually good ever since we left house, as has also that of the company attached to the United States sloop-of-war Maccothian. It should be impressed on Mr. Torcey's mind that the Mediterancean aguadron is numerically Company attached to the Unite States sloop-of-war Macconian. It should be impressed on Mr. Torcey's mind that the Mediterranean squadron is numerically inadequate to look after American interests here, where our commerce is daily assuming a magnitude that would be scarcely credited by any one not visiting these ports.

flied in the office of the Corrk of the County of Eric, and serve a copy of your answer on me at townside, Gattaraigus County, New York, within twenty day, after the service hered, exclusive of the day of service, and if you list is answer the composite as aforesaid, the plaintiff will take inserved analist you for the sure of fifteen hundred dollars, posite the cours of this action. And you will also take house that the suins and composite in this action were filed in the office of the Cierk of Eric County, on the 2d day of December, A. D. 1808.

C. C. TORRANCE, Plaintiff attorney.

deliance in the County of Gaussian County of the County N. Y. SUPREME COURT.-City and County

Northampton, S. a. m. (ed.) and 12:15 p. m. For Now-Haven and New London Railroad, S. a. m. 2:15 p. m. For Danbury and Norwalk Railroad, S. a. m. 2:15 p. m. For Danbury and Norwalk Railroad, S. a. m. 2:15 p. m. For Danbury and Norwalk Railroad, S. a. m. 3:15 p. m. JAMES H. HONT, Superintendent.

PITTSPURGH, FORT WAYNE and CHICAGO RAILROAD.—FINISHED THROUGH.—Cars are now running over this enthire road, from Fitzbourgh to Chicago, without change. Passengers by this route tvia Pennsylvania Railroad; so through from New York to Ginego with but Two Changes of the Chicago, without change. Passengers by this route tvia Pennsylvania Railroad; so through from New York to Ginego with but Two Can be had at the office, No. 2 Actor House, Dandatus, and be had at the office, No. 2 Actor House, Dandatus, Lackawana and Western Railroad, and at Easton with the Lehigh Valley Railroad.

CENTRAL RAILROAD of NEW-JERSEY—
Commercing at New Hampton with the Delaware, Lackawana and Western Railroad, and at Easton with the Lehigh Valley Railroad, at 3; a. m., 12 m., and 4; p. m., if Sometic by above trains, and at 5 p. m.

The above trains and at 5 p. m.

The a

New-York Daily Tribune

BOARD OF COUNCILMEN. The Board met yesterday afternoon; Mr. HASWELL

COTTON— \$\Phi\$ bale, not exceeding 500 lb weight, until further notice.

In shipping goods from any port east of Philadelphia, be particular to merk the package "Via Pennsylvania Radiroad" All Goods on signed to the Arents of this Road at Philadelphia or Pittsburgh will be forware of without detention.

Fantour AGEN.—Harris, Wornley & Co., Memphis, Tenn.; R. F. Sass & Co., St. Louis; P. G. O'Reiny & Co., Evansville, Ind.; Duneenill, Bell & Co., and Catter & Jewett, Louisville, Ky; B. C. Meidrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Choinnati; N. W. Gratam & Co., Zaneaville, Ohio; Leech & Co., No. 54 Kilby et, Beston; Leech & Co., No. 1 Astor House New York, and No. 1 South William st., New York, E. J. Sneder Philadelphia, Magraw & Koons, Baltimore; D. A Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia.

T. A. SCOTT. Superintendent, Altoona, Pa. RESIGNATION OF COUNCILMAN CROSS -The fol-

men:
DEAR SIR: I resign my position as a member of the Board of
Councilmen from the Sixth Senatorial District.
JAMES M CROSS.
Mr. DUNN moved to refer it to the Joint Committee

PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE.

The Pennsylvania Railroad connects at Pittsburgh with radicade to and from St Louis, Mo.; Alton Galena and Chicago, Ill; Frankfert, Lexination and Louisville, Ky.; Terra Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Berringheid Bellefontaine Sandasky, Toledo, Cleweland, Columbus, Zaneville, Massillon and Wooster, Ohio; also with the stream packet boats from and to New-Orieans, St. Louis, Louiswille and Cincinnati. d Cincinnati.
ord Tickets for the East can be had at any of the above-

against receiving the resignation. He was teemed, though. He cared him off the last meeting, and he knows be is guilty.

Mr. McCarray—What is it?
Other members called on Mr. Brady to explain.

Mr. Brady (to Mr. McCarthy)—You know all about it; you went up in the railroad car one night for nothin; and Mr. Genet was there, and there was another gentleman Jooking at Mr. Dunn) with his head out of the coal box. [Laughter.]

The motion to accept the resignation was lost by a vote of 8 Year to 11 Nays, as follows:
YEAS—Messas Bicklord, Webb, Brady, Ross, Genet, Arablerus Hawell and Noisy—S.

NAYS—Messas McCarrby, Crawford, Van Tine, Rhodes, Costelle, Figurer, Cornell, Platt, Bonce, Gsipta and Dunn—II.

Tax Levy for 1850.—A resolution was adopted to direct the Controller to prepare the estimates for the Tax levy for 1850, without delay.

The Harlem Railend,—An ordinance was submitted empowering the Harlem Railroad Company to use stesm on Fourth avenue, from the northern externity of the island to Forty-second atrect, for a period of thirty years. It was laid over.

The Board then adjourned.

WEDSESDAY, Dec. 15. - The President, Mr.

A report in favor of donating \$1,000 to the Eye and Ear It firmary was adopted.

The report and ordinance making amendments in the details of the Fire Department, were taken up and

read.

Mr. Abass moved to amend, where it spoke of the salary of the Chief Engineer at \$5,000, by making the sum of \$2,500.

Mr. Clancy opposed this manner of proceeding. If salaries were to be decreased, he hoped that movement would not be mixed up in the Fire ordinance. IN PURSUANCE of an order made by a Judge of the Supreme Court, in an action, in which MARTEN W. BRETT, JAMES E. BRETT, JOHN E. MILLER and ELIJAH HOUGHTON are pasmids; and ASA BUUKNAM SEWARD BUCKNAM (2d) and RICHARD ROE are definitions, I will sell at public anction, at the Merchants' Exchange in the City of New-York on the 27th day of December, 1838, at 12 o'clock m, all the interest of the said. Asa Bucknam, Samuel Bucknam Seward Bucknam (2d) and Richard Roe, in the brig Ita—Dec 13, 1836.

JAMES G. WILLET, Sheriff.

J. Cornell, Deputy Sheriff.

Mr. Tuower contended that the salaries should be

pletty of exempt firemen in the city who would be glad to take office at \$2,000, quite as efficient as Mr. H.ward.

inance was up, to make it perfect. The paper had been before the Board a long time.

Mr. Boolk was not prepared for this question, and moved to make it the special order for Friday even-

would soon come on, and now was the time to reduce the salary, so that the candidate would not expect too much. The movement was not against the present Chief as an individual, but to make the salary of the

office a reasonable one.

Mr. Stephenson spoke of the efficiency of the present Chief. He was a model firewan—an enthusiastalways forward in the performance of his duty—ready to save his and property at the imminent danger of losing his own life. The movement looked personal.

Mr. Adams denied that there was anything personal in the averaging the property of the personal of the property of the present of the prese

Mr. Bradler moved an amendment that all sala-ries of city officials be reduced 40 per cent. This was ruled out of order. Mr. Owens thought this was a very proper time to take up the subject of the Chief's salary; a litter time could not present itself, for now the ordinance reor-ganizing the Department and fixing salaries of its offi-cers, was up for massage.

Mr. Troner said he was one of the Committee, but did not anticipate such an amondment as this, when there was another report especially on the subject of salaries. He was ready when that report would come up to cut down salaries, but in this matter there was evidently semething personal. He did not see why members would take advantage of the ordinance to single out the Chief Engineer and cut down his salary.

Mr. Rein thought this was the proper place to make a beginning. There were hundreds of worthy firemen ready to perform the duty at \$2,500.

Mr. Troner moved an amondment to the amendment, that the reduction to \$2,500, take effect in February, 1850.

Mr. Tucken urged that it take effect immediately. He hoped the Board would show their intentions to-night.